

22 LOCAL PLANNING POLICIES**22.01 GENERAL ALPINE RESORTS POLICIES****22.01-1 DEVELOPMENT GUIDELINES****Introduction**

The responsible authority must consider the following policies when assessing applications for planning permits. Similarly these policies should be considered by any application and it is suggested that the responses to these policies are included in an application report to accompany the application for planning permit.

The following policies apply to the six designated Alpine Resorts of Falls Creek, Lake Mountain, Mt Baw Baw, Mt Buller, Mt Hotham and Mt Stirling.

Car Parking**Policy Basis**

Until a car parking precinct plans are developed by the planning and responsible authorities, in conjunction with the Resort Management Boards, the following policy will apply. These have been developed through practice and Village Mountain Committee consideration and approval.

Policy Objectives

- To preserve the individual character of each Alpine Resorts.
- To provide adequate car parking for each resort.
- To achieve balance between the demands of vehicle transport with pedestrian and skier movement.

Policy

FALLS CREEK ALPINE RESORT

- During the declared snow season car parking access to the resort within the oversnow transport system area will be restricted to ensure the integrity of the service is maintained.
- Areas of the resort with direct vehicle access off the Bogong High Plains Road may provide car parking for all year use however any new access to a car parking areas must not result in a net loss of car parking spaces.
- Outside the declared snow season limited car parking may be provided on site however its provision must consider the maintenance of vegetated areas and recognise the restrictions of slope.
- Car parking areas within a site may be a unsealed construction however preference will be given to properly formed and sealed access and vehicle spaces.

LAKE MOUNTAIN ALPINE RESORT

- Car parking is to be located within the designated car parking areas and any new development must provide adequate car parking to ensure, at least, the maintenance of existing vehicle space numbers. Ideally more vehicle spaces will be provided to enable greater visitation.
- In the area of Gerratys new parking areas may be developed within the area designated as CDZ1 on the northern side of the access road.

MT BAW BAW ALPINE RESORT

- At Mt Baw Baw the policy is to have a main village area which is free of vehicles during the declared snow season by providing adequate car parking located within the designated car parking areas.
- During other times of the year limited car parking be provided on site whilst ensuring the maintenance of vegetated areas and restrictions of slope are recognised.
- Car parking areas within a site may be a unsealed construction.

MT BULLER ALPINE RESORT

- The Mt Buller Alpine Village is closed to all vehicles throughout the declared snow season other than four wheel drive vehicles as permitted by the Resort Management Board.
- All car parking spaces should be located, whenever possible, within the site area.
- If the car parking is located in the vicinity of the site car parking spaces must be located an area which does not interrupt the free flow of any traffic whether vehicular or otherwise.
- To encourage development of undercover car parking a plot ratio concession may be given.
- After consideration of any development proposal and the limitations of a particular site a plot ratio concession of up to 50% of the area of the undercover car park may be given.
- The provision of a centralised village car park is encouraged.
- Outside the declared snow season limited car parking may be provided on site however its provision must consider the maintenance of vegetated areas and recognise the restrictions of slope.

MT HOTHAM ALPINE RESORT

- During the declared snow season car parking access to the areas off the Great Alpine Road will be restricted to ensure pedestrian and skier safety and minimise the need for snow clearing.
 - Areas of the resort with direct vehicle access off the Great Alpine Road may provide car parking for all year use however any new access to a car parking areas must not result in a net loss of car parking spaces.
 - Outside the declared snow season limited car parking may be provided on site however its provision must consider the maintenance of vegetated areas and recognise the restrictions of slope.
 - All car parking spaces should be located, whenever possible, within the site area.
 - If the car parking is located in the vicinity of the site car parking spaces must be located an area which does not interrupt the free flow of any traffic whether vehicular or otherwise.
 - Car parking areas within a site may be a unsealed construction however preference will be given to properly formed and sealed access and vehicle spaces.
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Development of designating new areas for car parking require the preparation of an Urban Design Impact Statement.

Plot Ratio and Site Coverage

Policy Basis

Plot ratio and site coverage controls have traditional been used as a planning tool relating to the scale, bulk and intensity of development. However the topography, environs, view and vistas, and vegetation of the site can mean that the prescribed plot ratio and site coverage restrict the approval of sound applications for planning permits as determined by urban design impact statements.

Policy Objective

- To ensure that the intensity of any development does not detrimentally affect the objectives of the State Planning Policy Framework or the other policies within the Local Planning Policy Framework.
- To ensure that new development is assessed with proper regard to urban design principles and built form requirements.
- To ensure the intensity of new development does not detrimentally affect the capacity of Alpine Resort infrastructure.
- To guide the continuing development of the Alpine Resort villages in a manner that will be consistent with its function and form.
- To provide a degree of certainty and equity in alpine planning and development in relation to the development potential of land.
- To ensure that new development enhances the physical and social infrastructure of the Alpine Resort villages.

Policy

The table prescribes the plot ratios and site coverage for the following nominated areas:

LOCATION	PLOT RATIO	SITE COVERAGE
FALLS CREEK ALPINE RESORT		
Village Entry	1.15	Not Specified
Village Bowl	1.15	Not Specified
Accommodation Area A	0.90	40%
Accommodation Area B	0.80	35%
Accommodation Area C	0.70	35%
LAKE MOUNTAIN ALPINE RESORT		
	0.75	40%
MT BAW BAW ALPINE RESORT		
Village Centre	0.75	40%

Accommodation Area	0.25	25%
MT BULLER ALPINE RESORT		
Village Centre	1.20	Not Specified
Accommodation Area A	0.75	40%
Accommodation Area B	0.55	35%
Accommodation Area C	0.40	30%
MT HOTHAM ALPINE RESORT		
Village Centre	0.75	40%
Davenport Service	0.50	30%
Accommodation Area A	0.50	30%
Accommodation Area B	0.25	25%

The following definitions are extracted from the Standard definitions of Victorian Planning Provisions:

- Plot Ratio is calculated by as the gross floor area of all buildings on a site, divided by the area of the site.
- The gross floor area is the total floor area of a building, measured from the outside of external walls or the centre of party walls, and includes all roofed areas.
- Site Coverage is the product of the building footprint divided by the site area multiplied by 100 and expressed as a percentage.
- The building footprint is the area in square metre contained within the projection of the external extremities of the enclosed walls of a structure to ground level.

A development should not exceed the plot ratio and site coverage provisions without completing and Urban Design Impact Statement to the satisfaction of the responsible authority.

The following matters should be taken into account by the responsible authority when considering an application to exceed the plot ratio and site coverage, or when there is none specified:

- The extent to which the proposal will significantly advance the aims and objectives of the State Planning Policy Framework and the Local Planning Policy Framework.
- An Urban Design Impact Statement.
- The objectives of the Alpine Development Code 1997.
- The scale and nature of surrounding development.
- The effect of amenity on surrounding sites.
- The relationship to surrounding vegetation.
- The topography and slope of the site.
- The intrusion into the skyline.
- The economic rationale for exceeding the requirements.
- The extent to which snow deposition and public safety will be controlled and maintained.
- The extent to which the proposal will result in a net community benefit.
- The extent to which the proposal will enhance the physical and social infrastructure of the Alpine Resorts.

- The effect on the infrastructure capacity of the land and surrounding land, including reticulated service, traffic and car parking.
- Whether the development will facilitated the redevelopment of existing sites.

Setback Guidelines

Policy Basis

Setback guidelines have been used to control the scale, bulk and intensity of development.

Policy Objectives

- To ensure that the intensity of any development does not detrimentally effect the objectives of the State Planning Policy Framework or the other policies within the Local Planning Policy Framework.
- To ensure that new development is assessed with proper regard to urban design principles and built form requirements.
- To ensure the intensity of new development does not detrimentally effect the capacity of Alpine Resort infrastructure.
- To guide the continuing development of the Alpine Resort villages in a manner that will be consistent with its function and form.
- To provide a degree of certainty and equity in alpine planning and development in relation to the development potential of land.
- To ensure that new development enhances the physical and social infrastructure of the Alpine Resort villages.

Policy

The following setback requirements are applied to all sites, the external wall of a building must not be constructed:

- Less than 6 metres from a road alignment.
- Less than 3 metres from any boundary of an allotment other than a street alignment.
- Less than 6 metres from any building.

A development should not impede on the set back without completing an Urban Design Impact Statement to the satisfaction of the responsible authority.

The following matters should be taken into account by the responsible authority when considering an application to exceed the setback guidelines:

- The extent to which the proposal will significantly advance the aims and objectives of the State Planning Policy Framework and the Local Planning Policy Framework.
- An Urban Design Impact Statement.
- The objectives of the Alpine Development Code 1997.
- The scale and nature of surrounding development.
- The effect of amenity on surrounding sites.

- The relationship to surrounding vegetation.
- The topography and slope of the site.
- The intrusion into the skyline.
- The economic rationale for exceeding the requirements.
- The extent to which snow deposition and public safety will be controlled and maintained.
- The extent to which the proposal will result in a net community benefit.
- The extent to which the proposal will enhance the physical and social infrastructure of the Alpine Resorts.
- The effect on the infrastructure capacity of the land and surrounding land, including reticulated service, traffic and car parking.
- Whether the development will facilitated the redevelopment of existing sites.

Height Guidelines

Policy Basis

The height controls represent protecting the views and vistas of the natural environment and maintaining the natural tree line excessive encroachment by the constructed environment.

Policy Objectives

- To protect sunlight access to key public places and open space areas.
- To ensure that the height of new buildings reinforces the built form character of unique areas.
- To maintain the visual dominance of prominent landmarks.
- To maintain the natural line of the snow gums.

Policy

An application for architectural features and building services to exceed the maximum heights must be accompanied by a written urban context report documenting the key planning influences on the proposed development and how it will relate to its surroundings.

It is policy that the height of the tree line of the snow gums is the hight control, except for nominated activity areas.

LOCATION	MEAN BUILDING HEIGHT
FALLS CREEK ALPINE RESORT	
Village Entry	15
Village Bowl	15
Accommodation Area A	11
Accommodation Area B	11
Accommodation Area C	11
LAKE MOUNTAIN ALPINE RESORT	

11

MT BAW BAW ALPINE RESORT	
Village Centre	15
Accommodation Area	11
MT BULLER ALPINE RESORT	
Village Centre	15
Accommodation Area A	11
Accommodation Area B	11
Accommodation Area C	11
MT HOTHAM ALPINE RESORT	
Village Centre	15
Davenport Service	11
Accommodation Area A	11
Accommodation Area B	11

The following definitions are extracted from the Victorian Planning Provisions:

- The mean building height is the vertical distance between the mean ground level and the finished roof height at its highest points.
- The mean ground level is one half the sum of the highest and lowest levels along ground level of the outer surface of all external building walls.

A development should not exceed the stated height controls without completing an Urban Design Impact Statement.

The following matters should be taken into account by the responsible authority when considering an application to exceed the height controls, or when there is none specified:

- The extent to which the proposal will significantly advance the aims and objectives of the State Planning Policy Framework and the Local Planning Policy Framework.
- An Urban Design Impact Statement.
- The objectives of the Alpine Development Code 1997.
- The scale and nature of surrounding development.
- The effect of amenity on surrounding sites.
- The relationship to surrounding vegetation.
- The topography and slope of the site.
- The intrusion into the skyline.
- The economic rationale for exceeding the requirements.
- The extent to which snow deposition and public safety will be controlled and maintained.
- The extent to which the proposal will result in a net community benefit.
- The extent to which the proposal will enhance the physical and social infrastructure of the Alpine Resorts.
- The effect on the infrastructure capacity of the land and surrounding land, including reticulated service, traffic and car parking.
- Whether the development will facilitated the redevelopment of existing sites.

Urban Design

Policy Basis

A clear, overall vision for each of the Alpine Resorts is one which should be generated and owned by all sections of the community. A vision needs to reinforce the individual character and attraction of each resort. It should encompass economic, social, cultural, ecological / environmental and physical dimensions.

Policy Objectives

The development of a multi-dimensional vision and strategy for each Alpine Resort will provide a vehicle for:

- The articulation of each resort's strategic importance.
- The rationalisation of the needs and expectations of the local community and those of the broader community.
- The identification and coordination of disparate opportunities within the community.
- The efficient distribution of services and resources.
- Establishing sustainable levels of development.

Policy

In the formulation of a shared and clear vision, planning and responsible authorities in conjunction with the Resort Management Boards and in consultation with the community need to assess the diverse factors which contribute to the distinct nature of individual resorts in terms of both physical form and natural environment, whilst identifying and reinforcing the direction each resort community is forging.

The process of formulating an urban design vision must include an analysis of:

- Current development and infrastructure.
- Functional demands.
- Sustainability of new development.
- Visual impact (at local and broader landscape scale).
- Physical form and architectural style.

Having formulated a vision and developed integrated strategies to articulate, express and implement the vision, change may be initiated through the development of an Urban Design Framework. This framework should take into account information about the following issues:

Activity

The location and character of a village centre or centres and other activity precincts.

Movement

Access to the village and relationships between activity precincts and in particular, pedestrian and skiing networks.

Infrastructure

Roads system and hierarchy.

Urban Form

Response to local environment climate and topography. Distribution of built form, local architectural styles and heritage in addition to architectural scale, massing and articulation.

A framework which encompasses all of these layers of information will provide a strategic guide for the continuing development and improvement of the resorts and for the delivery of effective urban design outcomes.

An Urban Design Impact Statement is required when seeking a variation to the policy controls or where there are none specified. The responsible authority will notify the proponent in writing whether the statement is their satisfaction.